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# THE TORQUE-TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 19



Volume V • Number 2



# THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



**VOL. V • October 1986 • NO. 2**

**• William E. Olson, Editor •**

**• 842 Mission Hills Lane, Worthington, Ohio 43085 •**

**CLUB:— ONE; FOOD:— ZERO**

The following comes from Dick Parkes (#169) of Kamloops, British Columbia (that's in western Canada, you hicks!):

"Enclosed please find my renewal fee and form. Sorry it's late, but I've been 'locked out' of my job all summer and have been reluctant to expend any extra funds. However, I finally came to my senses and realized that it is more important to belong to 'The Club' and receive my Torque Tube than to eat regularly! Besides, I need something to read on the picket line."

Now, here indeed is a model member, ready to make great sacrifices. (No one has yet written about the relative priorities of sex and the Club, but I might print that if it's done tastefully.) Too bad about the "labor dispute." (That's the neutral term; I suppose the company says it's a "strike.") Thank goodness the Club has no employees. Incidentally, Dick says "Kamloops" comes from an Indian word -- "cumclouds" -- meaning "meeting of the waters," because the place is at the junction of two rivers. You say you don't much care about that? Well, if you'd send more Buick material I might talk less about geography. Anyway, I think it's mildly interesting. We have another member -- Alex Windt (#424) -- in Osoyoos, British Columbia. Alex, what does that mean?

**FOUNDED BY**



**DAVE LEWIS**



## HELPING OUT

Joe McKee (#433) of Cheyenne, Wyoming sent me a page of photos from the Wyoming State Tribune showing Joe, with his '37 model 41, and a friend with a nice-looking old fire truck, giving rides around a park to a group of handicapped persons. The occasion was the annual picnic of the "Oak Spokes" which I assume is a community-service club. Looked like the riders were having a good ol' time. This is a great way to both enjoy our hobby and bring a little joy into the lives of those less fortunate than we. I hope other members are doing this kind of thing. Try it, you'll like it!

## FUTURE ISSUES

The following is a tentative schedule of mailing for the remaining Volume V issues.

3 - Dec. 1, 1986	7 - May 10
4 - Jan. 10, 1987	8 - June 15
5 - Mar. 1	9 - July 15
6 - April 5	

I will try not to miss these dates by more than one week, but remember: the only things certain are death and taxes. As in the past, there will be no issues dated November, February or August. The proper way to keep track is by number, not date. That is to say, do not complain if you don't receive a "November" issue: there ain't one.

## SOLD IN JAPAN

Speaking of newspaper clippings, Curt Schlueter (#095) of Homewood, Illinois, sent me a piece from the Chicago Tribune about selling cars in Japan. Apparently, the Japanese auto dealers don't wait for "prospects" to wander into the showroom: the salesmen drive around with demonstrator cars, going from house to house. If a potential customer expresses interest, but would like to see a few different models, the salesman tools back to the dealership and brings back different cars until the customer is pleased. After the sale, the owner may bring the car in for routine work or warranty inspection, but if something goes wrong, he calls the salesman, who brings him a "loaner" and takes the car away to be repaired. The salesman returns the repaired car, apologizing, in the Japanese manner, for the hardship and inconvenience. Sounds good to me. I wonder if Japanese doctors make house calls. I also wonder what happens if a Honda guy and a Toyota guy show up at the same house at the same time. Probably an Alphonse-Gaston routine. On second thought, I'll bet it never happens: the Japanese have made an art out of avoiding awkward situations.

Do you think 1938 Buicks were exported to Japan? (Getting back to the subject of this publication.) I don't know for sure, but I do know that a Buick sales office was opened in Shanghai, China in 1929 and that some effort was made to sell Buicks to Japanese-speaking customers. This went at least as far as printing Japanese-language sales literature. A few pages from the 1938 sales brochure, in Japanese, were kindly given to me by a fellow member of the Society of Automotive Historians. Here then, are English and Japanese versions of the well-known "Every Spark Sets Off a Cyclone."

## ダイナフラツシュ の原理

ビウイクは傳統的に有名な直列8  
気筒頭上弁式エンジンを備へてゐ  
ます。元來、頭上弁式は他の様式  
の同サイズ、同型縮比のエンジン  
よりも一割以上効率が高いのであ  
りますが、今年は更にダイナフラ  
ツシュの原理を採用した新設計に  
よつて、驚く可き力と燃料の經濟  
をもたらしたのであります。

混合氣は毎秒24哩の速度で  
シリンダーに入ります。



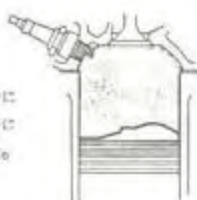
特殊型の新ピストンにより、  
膨張の初めはガソリンと空氣  
の混合が完全に燃焼するに最  
良の状態となります。



この完全な混合氣の中にスパークが着火して最も効果的に  
燃焼します。



燃焼中の熱は露す隙なく力に  
代へられ、強い力で着火毎に  
ピストンは押下げられます。



## EVERY SPARK SETS OFF

## *a Cyclone!*

Here, in this giant-powered, silk-smooth valve-in-head straight eight—already ten per cent more efficient than any other engine of its size and compression—Buick applies the Dynafash principle of compression to add still more to its stand-out power and efficiency! The reason for its new brilliance, responsiveness, and thrift is briefly explained in the diagrams below.

Fuel mixture enters  
the cylinder at 250  
miles an hour.



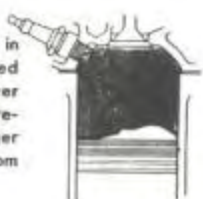
Turbulence is  
increased by upward  
motion of piston as it  
reaches top of stroke.



Spark sets off this  
swirling cyclone of  
thoroughly mixed  
fuel, which burns  
more efficiently.



More of the heat in  
the fuel is converted  
into usable power  
and the piston re-  
ceives a stronger  
downward push from  
each firing.





## TAKING BETTER PHOTOS

I receive from members quite a few photos that I cannot, or do not wish to, print. Leaving aside those that are fuzzy or poorly exposed -- problems that I could but do not now wish to deal with -- the deficiencies fall into two broad categories. First, the picture, although decent in other respects, does not show all of the car. Second, there is not enough contrast. These problems are not hard to overcome.

**"Cut-off Cars."** Most people are using 35mm cameras. Most people are not using custom labs for developing and printing, but rather the nearby photo store, or Fotomat, or something worse. They are sure they composed the photo with all the desired subject in the viewfinder, but when the prints come back, there is the car with half its front and back fenders, or its top, or its bottom, outside the picture. Why is this? The answer is simple. Prints are made in standard sizes, the most common being roughly 3" x 5". These sizes, including the so-called 5x7 and 8x10, were put in place long ago when people were using cameras that took 620, or 616, or 120 roll film and produced images with markedly different dimensions than those produced by the 35mm format. For reasons unknown to me, the film processors have never caught up, and are still making prints in the old standard sizes. Or, they are sizing prints for 126 or 110 cartridge film. These prints are made in a highly-mechanized operation where little or no human attention is paid to the quality. The dimensions of a 35mm image, on the film, are approximately 24mm x 35mm, or .9375 x 1.4375 inches. OK, now take those dimensions and project them up into the 3x5 or 5x7 range. Below is a photo taken by the Editor which exhibits the cut-off phenomenon to only a minor degree, but it will serve to illustrate the point.



(Car belongs to Jeff Morris, #108.) The dimensions of the print are 79mm x 118mm, or a ratio of "length" to "height" of 1.4937. The same ratio for the original 35mm film image is 1.4583. Not much of a difference, but if you "filled the frame" with the car, as I did when composing the picture, the

result is a lopping off of the front bumper. This particular print was done by the photo dealer in Columbus who does the best 35mm "machine print" work. Other processors might have done much worse. Now look at the picture of Jim O'Connor's car elsewhere in this issue. The dimensions of that are 100mm x 122mm, a ratio of 1.22. Quite a bit of the car has disappeared in that one. Do you see what is happening? (Another possible reason for "cut-off" is that some cameras don't show in the viewfinder exactly what you will get on the film. This can be figured out by experimentation, or in many cases by reading the owner's manual. Generally, it should not be a problem.) The cure for "cut-off" is simple: just leave two feet or so on each side when you compose and take the photo.

Contrast. The photographs I use must be converted by the printer into "half-tones" or "PMT's" (photo-mechanical transfers) in order to be printed. This is done by transforming the different values on the print into shades of gray, through the use of thousands of tiny black dots. The larger and thus the closer together the dots are, the darker the shade of gray. (If you take a magnifier and look at any photo in this issue, you will see this.) There are in this process certain inherent limitations, especially with color photos. A beige car against a gray wall may look OK in color, but translated into shades of gray it is a failure, because car and wall will translate into very close shades of gray. Moreover, in the printing process -- at least in the process available practically and financially to us -- a certain amount of definition is lost. So, what we need in photos is contrast: if you have a dark car, try for a light background, and vice versa. Set your exposure for the car (or whatever the subject is), rather than an average of the whole scene, and let the background take care of itself. (This works a bit better with a dark car since it will tend to wash out the background a bit, making it less distracting, but it's OK the other way, too.) And try to keep the backgrounds as simple and free of cluttering detail as possible. Look at the cover photo on Issue 1. This was nice in color, because the car is olive green and the background is dark green (tree), beige (wall) and red-brown (door and windows). However, translated into shades of gray, the car and door came out too close together. (Sometimes I simply cut away the background to eliminate distraction.)

I do not pretend to be a great photographer. I am convinced, however, that the difference between good, presentable results and mediocre or poor ones is frequently a question of a little knowledge, and a little care and attention to detail. Kind of like restoring cars, right? Or like many other things.



*Happy motoring!*

*-Bill*



In the last issue, the Editor waxed nostalgic about the summers of long ago. (That was a foretaste of the threatened Boyhood Reminiscences, by the way.) In the following short letter, Jim O'Connor (#534) of Pittsburgh, Pennsylvania, also indulges in a little Remembrance of Things Past. Jim must be only a few years younger than I, and time has polished and mellowed his memories of the early 1940's as it has mine. I hope you find this as appealing as I did.

—Bill

## REMINISCENCE

STORY BY JIM O'CONNOR -- PITTSBURGH, PENNSYLVANIA

I can remember when I was a small child -- no more than five or six -- during World War II, watching our next-door neighbor, a gentleman of middle age, struggling with the steering wheel of his car. The car: a 1937 black four-door Roadmaster with sidemounts, exactly like the car pictured on the back cover of the July '86 TORQUE TUBE. I would stand and watch him put the car in his garage, struggling all the way with that steering wheel. The Roadmaster, I thought, was the most beautiful car I had ever seen.

The garage had windows, and I was always peeping in to see that beautiful car. Since gas was rationed during the war, the owner rode the bus as much as he could, and seldom used the Buick. When he did take it out, I was thrilled to see that car going up the street. He rented half of his garage to an old lady who had a white 1940 DeSoto coupe: probably a rare and hard to find car today.

We moved away in 1944, but close enough for me to see the Buick now and then for a few years. In 1969 or thereabouts, the old gentleman must have been in his eighties, and I could not believe my eyes when I saw him at a local shopping center, still driving the '37 Roadmaster. The car was like new, and just as I had remembered it. Several years ago, I heard that the old man had died, and someone in Pittsburgh had acquired the Buick from his estate. I have not been able to find out who has it, but according to rumor, it's still around.

Maybe I inhaled too many exhaust fumes from that Roadmaster in the driveway long ago, and that is why I love 1937 Buicks so much.





There now, Boyhood Reminiscences aren't so bad after all, are they? At least when they concern '37 Roadmasters. Regrettably, I cannot remember any particular Buicks from my early years, although I'm sure there were plenty around. I do recall, however, wondering, at around age 10 or 11, about the "Buick 8" on older cars. At that time (ca. 1946), I suffered the delusion that eight-cylinder engines were a very recent phenomenon, and thus thought the "8" must have meant something else. A few years later, having attacked the subject of automotive history with some thoroughness, I of course discovered that the car makers had gone up to 16 cylinders before I was even born.

My fascination with cars of the past was well along by age 14. They were in many respects better than girls: at least when parked on the street, cars could be inspected closely without rudeness, and one did not need to make clever conversation or dance well. My favorites at that time were four 1930's limousines used by the local railroad station taxi firm. Although then probably somewhat the worse for wear, they were, in my eyes, magnificent: two mighty Packards, a Pierce-Arrow, and a Brunn-bodied Lincoln model K. The Lincoln caught fire and burned to a hulk; I felt a great sense of loss. Determined to have a memento mori, I took from the wreckage the remains of a sun visor--the only thing that would come loose without tools -- and carefully preserved this for several years. As time went by, the other three disappeared one by one, and I daresay the taxi patrons were glad to see them go. I pretended I did not care, since no one else seemed to. (Indeed, most people -- my father foremost among them -- seemed to think interest in such things by an adolescent boy little short of freakish.)

So, Jim O'Connor and I are, perhaps, recapturing the enthusiasms of youth. Likewise, I would wager, are many of the rest of you. Nothing wrong with that, is there? Thanks, Jim, for stirring up more pleasant memories.

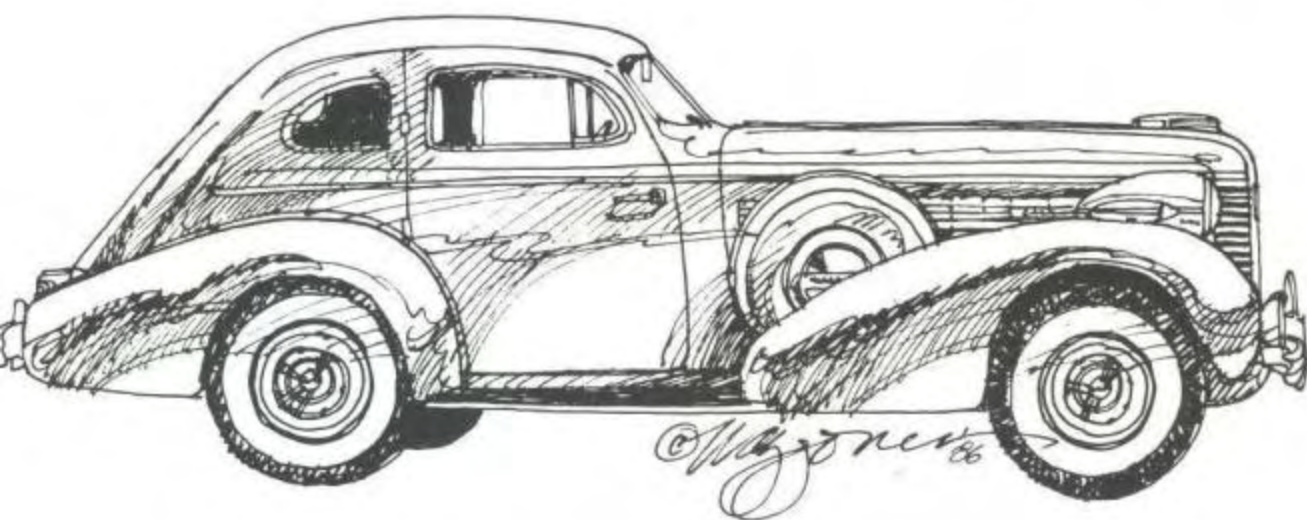
*Bill*

## Jim's 1937 Special



# MYSTERIES

The Club has just come into possession of some hitherto-unknown sketches that may depict work of a secret Buick styling studio. These sketches show what might have been a sensation: the 1938 Buick Century 69-SSK. Numerous close-coupled "aero coupes" had been built by custom body builders in England and the Continent beginning in the early 1930's. These bodies, placed on powerful sporting machinery such as the Mercedes, Lagonda, and Bentley Speed Six, caught the attention of Buick style chief Hundley Oil, who ordered a copy engineered for the '38 Century. With the demise of the Auburn Speedster and the Duesenberg, Oil reasoned, the new model should be a success. Originally, the car was conceived with chrome pipes on each side of the hood, a la Auburn. However, it was determined that sidemount spares were needed, since there was no room in back for a spare tire: a forward weight bias had to be corrected by placing 300 pounds of lead in the rear, and the 30-gallon fuel tank took up the remainder of the available space. The model 69 was to have been designated "SSS" for "Super Sport Short," but Oil thought this sounded a bit foolish and opted to ape the German "SSK" (the "K" for "kurz" -- "short" in German). Regrettably, the project died on the drawing boards. The GM Board got wind of it too soon, and a "cut" or "short" order came down: "We ain't making no kraut cars." As we know, in 1937 Hitler had begun to stir things up, and it is likely the Board feared a backlash.



In truth, friends, we cannot vouch for the accuracy of either the sketch or the story above. On Friday, October 3, Dug Waggoner, our Answer to Michelangelo, Da Vinci and Jackson Pollack, left his San Francisco studio to observe the Solar Eclipse. Only later did he remember that he had left on his drawing table, uncapped, NIKKO the Fabulous Oriental Pen, and a small antique bowl from the Pong Dynasty in which Dug keeps his Fragments and Notes of Idle Thoughts. In the bowl, that day, a Fragment: "Unwrap the Mysteries of the Centuries." The Fragment was likely from the literature of some obscure California Cult, but, coupled with the Mysterious Energies and Aura of the Eclipse, it led NIKKO to unwrap for us this Mystery of the Century, which Dug found when he returned. Is it Authentic? NIKKO, now silent, will not say.





# PROUD 1938 OWNER



## Rocky Farano «» Dobbs Ferry, NY

*The January 1979 issue of THE BUICK BUGLE featured a story by Rocky Farano (#276) of Dobbs Ferry, New York about his 1938 Century coupe. That story is reprinted here in its entirety with the Buick Club of America's kind permission, together with some photos which also appeared originally in the BUGLE. The car has several unusual features, which, although not strictly authentic, are nevertheless rather interesting.*

# And...by the way, the paint is original

by Rocky Farano

A few years ago I was fortunate enough to find and purchase from its second owner (It was in the same family since purchased November 7, 1937-written on the back cover of the original owner's manual.) this 1938 Buick Century Model 66S side-mounted Opera Coupe.

The car was stored for 12 years then sold to the second owner, a collector-dealer who was persuaded to sell it after much haggling. It was running but just barely even though its condition was very solid indeed--the odometer read 28,500 miles! The owner, as part of the deal plus expenses, delivered the car to my home via flat-bed truck.

It was immediately put up on raised jack stands so that the car was at least three feet off my garage floor. The restoration had begun. I proceeded to remove all the wheel's, front fenders, side mounts and covers (with locks), hood, grille, radiator, bumpers, most all the chrome, radio, heater, clock, seats, window mouldings, etc, etc. The only things not removed were the two rear fenders, as I felt the old fender welting would crack even more than it was and possibly pull off the paint. (I had decided not to repaint the car but leave it as is, since after testing the finish with rubbing compound and polish in one area, the

finish proved to be "mile deep black."

I could now get at the engine. The radiator and all hoses, plus all engine accessories (starter, generator, distributor, coil, oil filter, engine parts, carburetor, fuel pump, relays, etc, etc, were removed--only the block was left in place. The engine actually was in good shape and only minor work performed, like re-setting the valve tappets and to free the oil lube tubes and clean everything I could get out.

1) Radiator completely rebuilt using a truck core with new hoses and clamps-1938 NOS of course.

2) Brakes-completely rebuilt, new hoses, wheel cylinders, new linings, brake drums turned down, all lines drained and cleaned and even new brake light switch.

3) New ignition system-wires, plugs, points, condenser, harness original but re-taped.

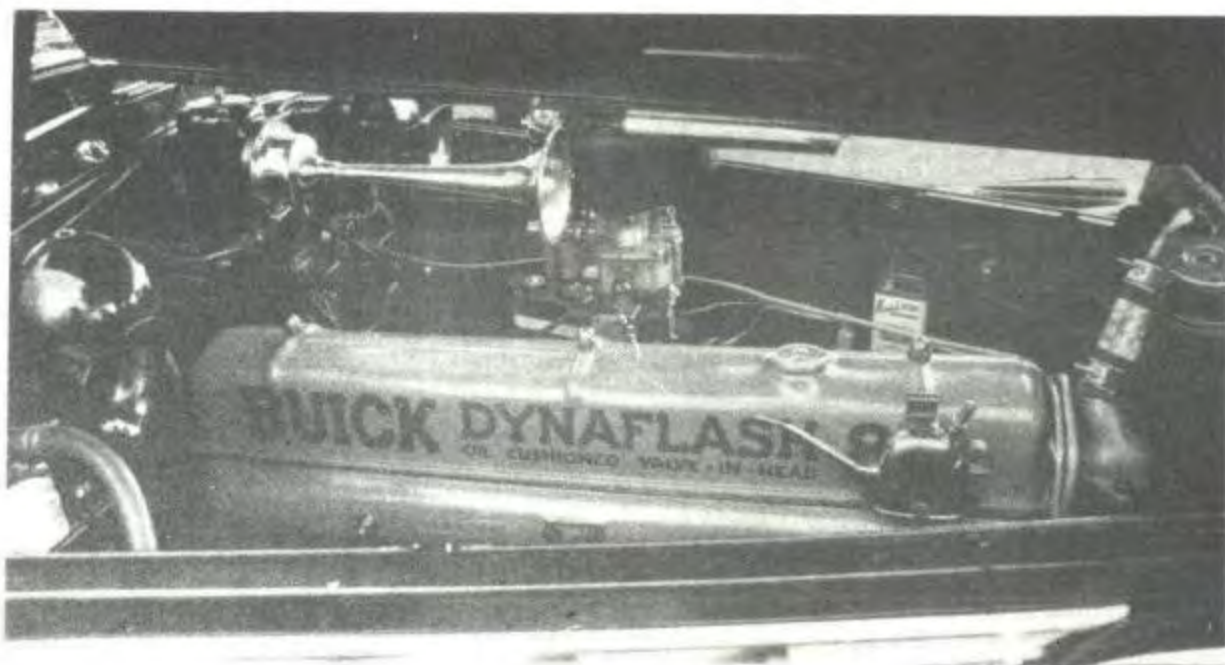
4) Cleaned entire under carriage and painted. Replaced entire exhaust system.

5) Replaced fluid in front shocks, rear shocks okay.

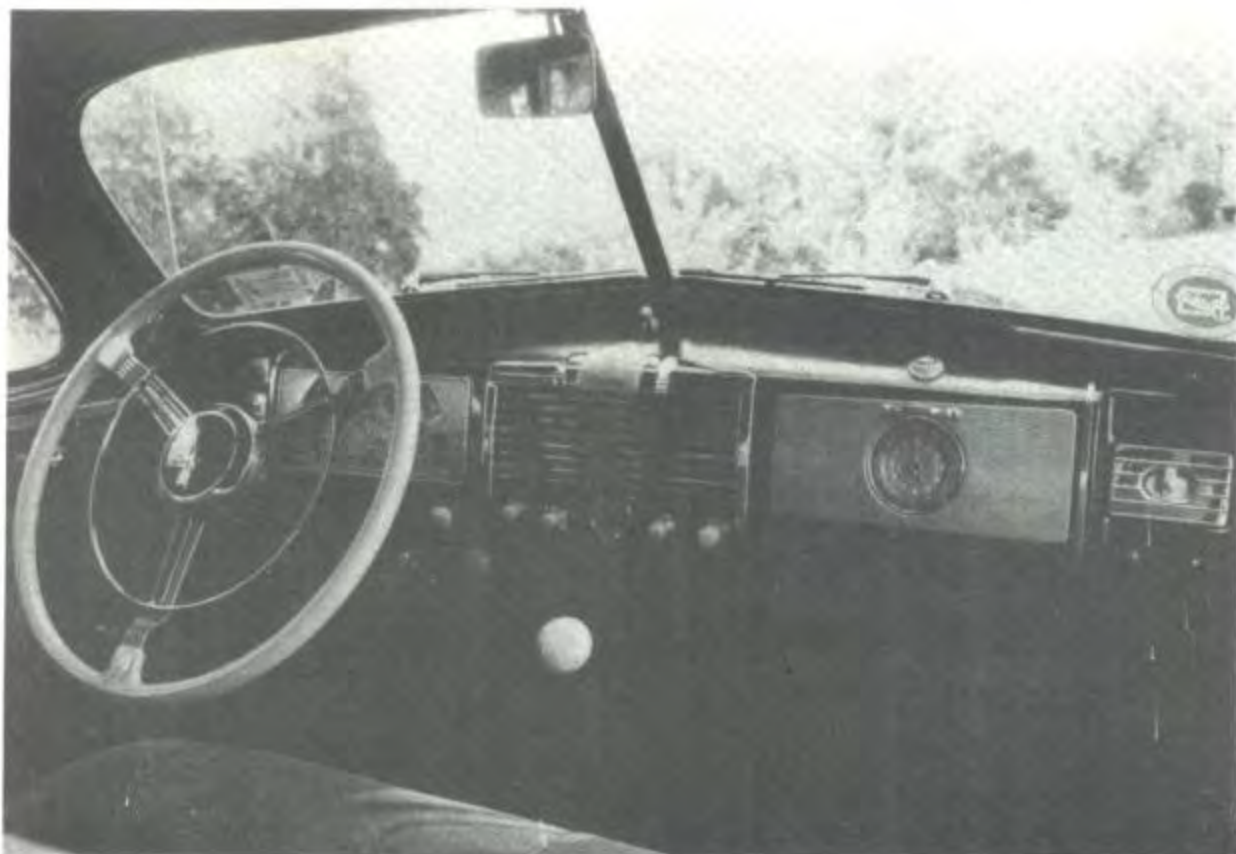
6) Rebuilt heater and repainted to original color.

7) Cleaned all the upholstery--it's original and in excellent condition. The rug in the rear was removed and cleaned and is like new. Same with the front mat after a little repair.

All step mouldings have been cleaned and re-etched to like new condition.







8) Most all window frames were good, but the front ones were starting to wear thin and I had these refurbished in original wood graining. The entire dash is excellent original near mint, with all instruments working perfectly. The steering wheel was cracked in several places and for the first two years I left it as is, but has since been rebuilt to like new.

9) Rechromed all bumper, bumper guards hood hinge, ornament, hub caps (not only rechromed but rebuilt by Hulco Restoration). The grill was not rechromed--instead it was cleaned with a soft wire brush mounted on a model-makers electric drill. Even the Buick front emblem was refinished by hand painting.

10) On reassembly each and every nut and bolt was cleaned and polished or replaced where necessary.

11) Paint is as I found it and only touched up. In order to be a 100 point car, it should be repainted but as you can see from the pictures, the paint is a "mile deep."

12) The engine compartment draws the most praise and at most events draws quite a crowd. If I may say so, it is immaculate.

13) The tires are Marlin Classic WWV 4 7/8" white. The wheels were repainted and re-stripped by Hulco. The side mount covers and locks are excellent. The side mount mirrors are new and have Buick emblems on them. The glass is all original and very good. All the plastic in the car, handles, radio knobs, lights etc, are near new.

The Buick was shipped to Switzerland to the owner's summer home for many years and had many interesting accessories installed such as a solid brass oil can, a quart Casco oil can mounted on the driver side engine panel, home made under-the-hood light, a beautiful french horn, running board step plates and some accessories I removed such as European directional signals.

The headlights were replaced to seal beam, but I was fortunate enough to find an original pair and have them installed after rebuilding them.

The Black Beauty draws a crowd at every show and has taken over 16 trophies including 1st place in its class at Monticello, New York 1977 AACA Meet. It is driven at highway speeds to all events. My son has had it up to 75 mph and it still had plenty of "go" left in her--after all Century does mean 100!

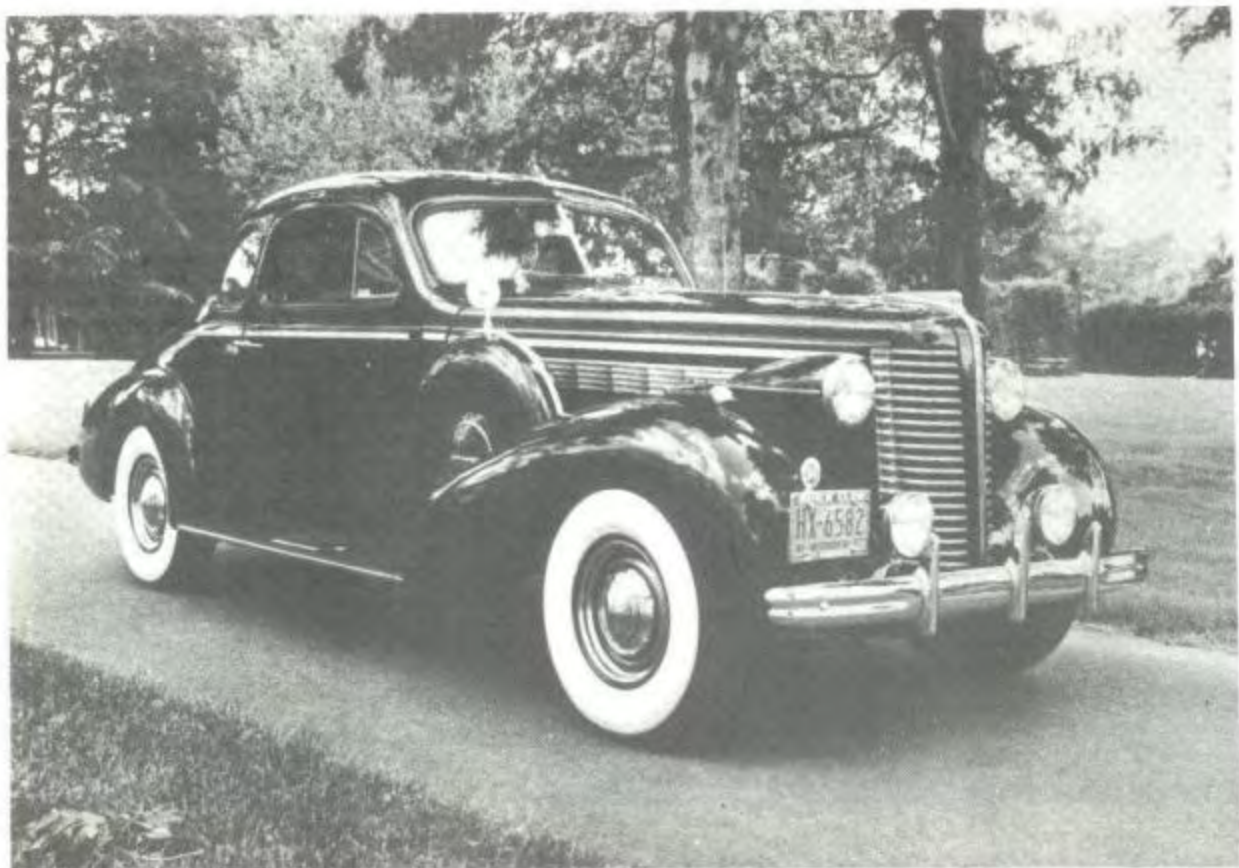
I am in the process of rebuilding my 2nd antique, but the '38 always will remain my favorite.

The car has been used by movie stars, for a record album cover, and for promotional work, plus has appeared at the opening of two evening theaters in the New York area.

My greatest ambition however, is to drive the '38 to a national Buick meet. I hope to do so in the near future.

--Rocky Farano BCA #4776

From THE BUICK BUGLE  
Vol.13, No.9. Jan.'79





Rocky sent me a letter last summer containing his current thoughts about the car and plans for making some changes in the future. A slightly-edited version of the letter appears below. I found especially interesting Rocky's comment that the added features under the hood draw much attention at shows. This bears out something I've observed often: the average "layman" is much more interested in unusual features than in workmanship and authenticity. I suppose that is understandable. Kids are always disappointed to find that my car does not have an "oogah" horn, and one young man was even amazed to see an in-line eight cylinder engine: first one he'd ever seen!

Bill

My '38 66S has won over 26 awards, of which I am very proud, yet it is not perfect, especially by BCA or our own Club standards. You will note the car has mirrors mounted on the sidemounts; this is a "no-no," but it was that way when I got it. In fact, one of the mirrors was broken off at the stem, and I replaced both, as it was easier to do this than replace the stainless trim on the covers. When you look at the photos you will notice other parts that are not authentic 1938 Buick; as the Bugle article indicates, however, they are part of the very interesting history of the car. To remove them would cause me some headaches -- and besides, I like the car the way it is.

I know the trunk has a 1939 directional signal emblem. I have the correct one, and it will be installed at some future time when I make some other corrections: removing the running board step plates and the side-mounted aerial; painting the rear light housings; and re-painting the entire car. (Editor's Note: The glove box door does not appear to be correct, either, especially the little handle, although as noted in prior issues I'm not sure we have solved all mysteries on dash panels.) However, I will not remove anything under the hood, even if it means losing points. The trumpet horn, under-hood light, brass oil can, Casco one-quart oil can, tire gauge, etc. were all on the car when I purchased it. All have been restored to new condition and draw much attention and praise at shows, as well as the fully-restored engine.

I work on the car frequently to keep it up and running perfectly. It's a great tour car and is driven to all meets as well as just for my own pleasure. In the near future -- perhaps this winter -- it will be disassembled for re-painting. The only reason I am doing this, and making the other corrections noted above, is that I enjoy entering competitive shows and want it to show well.

Rocky





# TECHNICAL TIPS



## WARNING

The well of Technical Matter has about run dry. Unless somebody sends in something decent pronto, the next issue will contain under "Technical Tips":

- a) Pseudo-Technical Blabbering by the Editor;  
or
- b) Recipes for Christmas Cookies; or
- c) Something Worse; or
- d) All of the Above.

Some of the best technical stuff in the past was developed in response to questions. No one has asked any for months. What you do not know is just as significant as what you do know.

I hate all this pleading, wheedling, cajoling, threatening. Please do something.

## UPGRADING YOUR ENGINE

On account of continuing and ever-renewing interest in the subject matter, and on account of the Editor having no other technical material whatever to put in this issue, we are reprinting below a series of articles that appeared in these pages a few years ago. These are written by very knowledgeable people, and will give you a good idea about engine modifications that can be made to improve reliability, while preserving, for the most part, original appearance. (The question whether such modifications -- or any departure from original specification -- should be done is one for endless debate. The positions will range from that of the absolute "purist" who will keep his babbitt-metal bearings, to that of the modifier so extreme he ends up with something close to a "street rod." There is a wide spectrum in between. A lengthy discussion of this is at present too much for the Editor's gray cells and will be deferred sine die.)



FIVE-PASSENGER TWO-DOOR SEDAN  
Model No. 30, Front View



FIVE-PASSENGER TWO-DOOR SEDAN  
Model No. 30, Rear View



# ENGINE UPGRADE

by Bob Pipkin

Dave,

I've been seriously involved with the 37-38 Buick, especially the Century, since 1965. During that time I've owned at least 25 of these fine cars. Among these 25 Buicks (37-38) were two Phaetons and two Convertible Coupes. I am "involved", at the least, with this Vintage Buick.

All mechanical work and much of the body and paint work I do myself. Since I've started showing my Buicks in 1972 I have won several First Place and a few seconds and one third.

My cars are allways driven to the shows, sometimes as much as 1000 miles one way. So I must have a road worthy and a mechanically sound car in order to get back home safely. So far I have been able to get there and back with no problems. Over the years I have enjoyed several thousand miles in my Buicks.

I have many Technical Tips for anyone who wants to improve their Buick mechanically. I also make my Buicks perform much better than new with no outward signs of modifications. Since working on these cars over the past sixteen years I have discovered parts from much later years that fit the 37-38 and the changes are not detectable.

So if any of the members has a problem they can't solve, give me a jingle or drop me a line and maybe I can help.

William Bob Pipkin#76  
2516 62ed Street  
Salem, OR 97301  
503-363-4712

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## UPDATE YOUR ENGINE WITH NO OUTWARD MODIFICATION

### SERIES 40 ENGINES

- #1 Use 1941 thru 1949 Dome Type Pistons.
- #2 Use 1949 Series 50 or 1950 Series 40 Insert Type Rods. Forging number is on the side of the rod for identification. It will be #1336056.
- #3 Use 1940-49 series 40 and 50 Oil Pump Assembly.
- #4 Use 1942-52 series 40 and 50 Timing Chain Cover
- #5 Use 1940-49 series 40 and 50 Timing Chain and Sprockets.
- #6 Set the Bearing Clearances at the Loose Factory Specifications.
- #7 If you want to use Hydraulic Lifters use the Following;  
1949 series 50 or 1950 series 40, Camshaft, Lifters, Push Rods and Rocker Arm Assembly
- #8 The Best Head Combination to use is a 1937 Cylinder Head used in conjunction with a 1941-49 Dome Top Pistons. This Gives a good compression ratio and a good Fuel Burn.
- #9 Use an early Chevrolet V-8 Clutch-Pressure Plate to finish off your more powerful and much improved Buick 8 Engine

### SERIES 60-80-90 ENGINES

- #1 Use 1949-52 Insert Type Rods
- #2 Use 1941-52 Dome Type Pistons
- #3 Use 1942-52 Timing Chain Cover
- #4 Use 1949 Water Pump
- #5 To get the best combustion combination, use a 1937 cylinder head with the Dome Pist.
- #6 Set up the Bearing Clearances at the Loose factory Specs.
- #7 To install Hydraulic Lifters use 1949-52 series 70, Camshaft, Lifters, Pushrods and Rocker Arm Assembly.

For the Non Purist and Hot Rodders, you can use a 41-42 Dual Carb & Exhaust system a 1952 series 70 Four Barrel Carb on the large series engine.....I've used them both and they both work very well. Use a high detergent oil in your upgraded, more powerful and reliable Buick 8 engine.

# Engine Parts Interchange, 1937-53

40 - Special  
50 - Super  
60 - Century  
70 - Roadmaster 1940-52

80 - Roadmaster 1936-39  
80 - Limited 1940 133" W/B only  
90 - Limited 1936-42

Second series engines production ran from 1937-50 in Series 40; Series 50 engines from 1940-1949; Series 60, 70, 80, 90 engines from 1936-1952. The second series engine cubic inch displacement is 248 for the 40 and 50 series cars. The second series engine cubic inch displacement is 320 for the 60, 70, 80, and 90 series cars. The F263 or third series engine has 263 cubic inch displacement and covers the series 50 cars 1950-52 and the series 40 cars 1951-53.

<u>FART</u>	<u>YEARS</u>	<u>SERIES</u>
Block	37-49	40, 50
"	36-49	60, 70, 80, 90
"	50-52*	50
"	51-53*	40
"	50-52	70
Head	36-40	40, 50
"	41-49	40, 50
"	50-53*	40
"	50-52*	50
"	36-49	70
"	50-52	70
* Same Application		
Crankshaft	37-49	40, 50
"	50	40
"	50-52	50
"	37-52	60, 70, 80, 90
Camshaft	37-48	40, 50
"	49-53	40
"	50-52	50
"	36-48	60, 70, 80, 90
"	49-52	70
Valve lifters	37-48	All
"	49-52	All
Timing Chains*	37-52	50
"	37-53	40
"	36-52	60, 70, 80, 90
Cam Sprocket*	37-53	40
"	37-52	50
"	36-52	60, 70, 80, 90
Crank Sprocket*	37-53	40
"	37-52	50
"	36-52	60, 70, 80, 90

\*Keep chain & gears in same year, i.e.  
1940 series use 1940 to 1949 chain and gear



Valves, intake & exhaust	37-53	40
"	37-52	50
"	36-52	60,70,80,90
Valve springs	37-49	40
"	37-48	50
"	49-53 hyd. lifters	40
"	49-52 hyd. lifters	50
Valve Springs	36-48	60,70,80,90
"	49-52	70
Water Pump	34-40	40,50
"	41-49	40,50
"	36-49	60,70,80,90
Fuel Pump	34-38	40
"	39	40
"	40-51	40,50
"	36-39	60,80,90
"	40-51	60,70,80,90
"	52-53	40
"	52	50
"	52	70
Oil Pump	37-39	40
"	40-53	40
"	40-52	50
"	37-52	60,70,80,90
Pistons	37	40
"	38-40	40,50
"	41-49	40,50
"	50	40
"	50-52	50
"	51-53	40
"	37	60,80,90
"	38-40	60,70,80,90
"	41-52	60,70,80,90
Rods	37-40	40,50
"	41-48	40,50
"	49-50	40
"	49	50
"	37-40	60,70,80,90
"	41-48	60,70,80,90
"	49-52	70
Manifolds, intake-exhaust*	37	40
"	38	40
"	39-47	40,50
"	48-49	40,50
"	50-53	40
"	50-52	50
"	37	60,80,90
"	38	60,80,90
"	39-51	60,70,80,90
"	52	70

\*All manifolds will physically bolt-to all heads within series



Timing chain cover -

Use 1942 and later cover in each series to gain benefit of improved neoprene oil seal

Water pump -

Use 1949 water pump in 1936-49 large series engines, better internal seal.  
Use 1949 water pump in 1941-49 series 40, 50, same pump as larger series.

Connecting rods -

Use 1949-52 rods in large series 1937-52 to gain inserted rod bearings.  
Use 1949-50 series 40 and 1949 series 50 rods in 1937-48 series 40, 50 engines, same reason.

Pistons -

Use 1941-49 domed pistons in 1937-40 series 40, 50 engines.  
Use 1941-52 domed pistons in 1937-40 series 60, 70, 80, 90 engines.  
Better piston design in both series.

Distributors -

1937-50 All series

1951-52 Series 40, 50, 70

1953 Series 40



## Useful Info!



### *Engine Upgrade Cautions* by Bob Trueax

In a recent issue of your news letter, there was an article about upgrading your engine. It talked of using rods, pistons, bearings and the head from later engines to improve performance and reliability. This is all well and good, and will accomplish the intended results IF they are used in the right combinations, and everything is put together correctly. In the case of 1937 Buicks, an incorrect combination could result in DISASTER.

The 1937 Buick pistons are of the flat top design, and the combustion chamber in the head is planned accordingly. If later pistons are installed and the 37 head is used, and you happen to get the head bolted in place because none of the pistons were at TDC, the first revolution, if you can turn it over, will break or bend something in each cylinder. There simply is not room for the later pistons using a 37 head. Later pistons may be used in 37 engines, providing the correct head is used with them. (See next paragraph)

1938 and all later straight-8 engines used a piston of the pop up design. 1938, 39, and 40 were similar, and may be used with the heads from those years without problems. In 1941, the piston was redesigned to give the new "Fireball" design, and the pop up was actually less than on the earlier engines. Therefore, if you use the 41 and later pistons with the earlier head, the compression ratio would be decreased from 6.15:1 to 5.34:1, a situation not acceptable in what we are trying to do. The 41 and later pistons may be used if the 41 and later head is used, however, there is still a slight problem. The position of the thermostat housing was changed slightly in 41, causing a distortion in the rubber bypass tube when every thing is hooked up. It works, but is just enough off to show, and to cause undue strain on the hose.



Connecting rods with the insert type bearings are a very good change to make, especially now, since rebabbiting of rods, while not extinct, has certainly lost a lot of its artistry. Buick went to the insert type rod in 1949, and rods from 1949 series 40 and 50 and from 1950 series 40 may be used. Be sure the engine is 248 C.I.D. Rods from the 263 C.I.D. engine will not work. Some engines were changed as a replacement, so check it out. For the larger engines, used in the 60, 80, and 90 series, rods from 1949 through 1952 70 series engines will work fine. One note, however, the crankshafts in the 1947 and earlier Buicks were not held to as close a tolerance in the grinding process, and any differences were taken up in the individual fitting of the bearings by use of shims. Care should be taken in fitting the later rods, especially if the crank has not been reground, to be sure all clearances are correct, If they are not, the result could be premature failure.

The foregoing notes on pistons and heads apply to all series, and of course it goes without saying, if you have a 40 series engine, you must use 40 or 50 series parts, and if you have a 60, 80, or 90 series engine you must use parts from a 60,70,80, or 90 series.

One change that can be made on any engine and will help slightly, is the use of the 41 and 42 pressed steel head gasket. This is less than half the thickness of the regular gasket, and will increase your compression slightly. Again, a word or warning. This gasket will not fill in high or low spots in a warped head, so be sure to have the head surfaced before installing this type gasket.

Just remember, the parts listed in the previous article are all usable, and may be used to advantage, but should, and in some cases MUST be used in the correct combinations.

---

Dear members..In Vol #1 Issue #9 Bob Trueax #351 wrote an article on "up Grading Buick Engines" and mentioned an article which Bob Pipkin #76 had written earlier. The following letter from Bob is to clear up any mis-understanding his article might have made.

Dear Dave,

Thought I better clarify some points Bob Trueax brought up about my "Up-Grade" article that was published in issue #6.

I personally have used the 41-49 dome pistons in conjunction with the 37 cylinder heads for many years with NO PROBLEMS... I've made this modification to the small 248 engine as well as the large 320 engine with completely satisfactory results. Perhaps I didn't stress to NOT use the 38-40 style pistons with the 37 cylinder head.

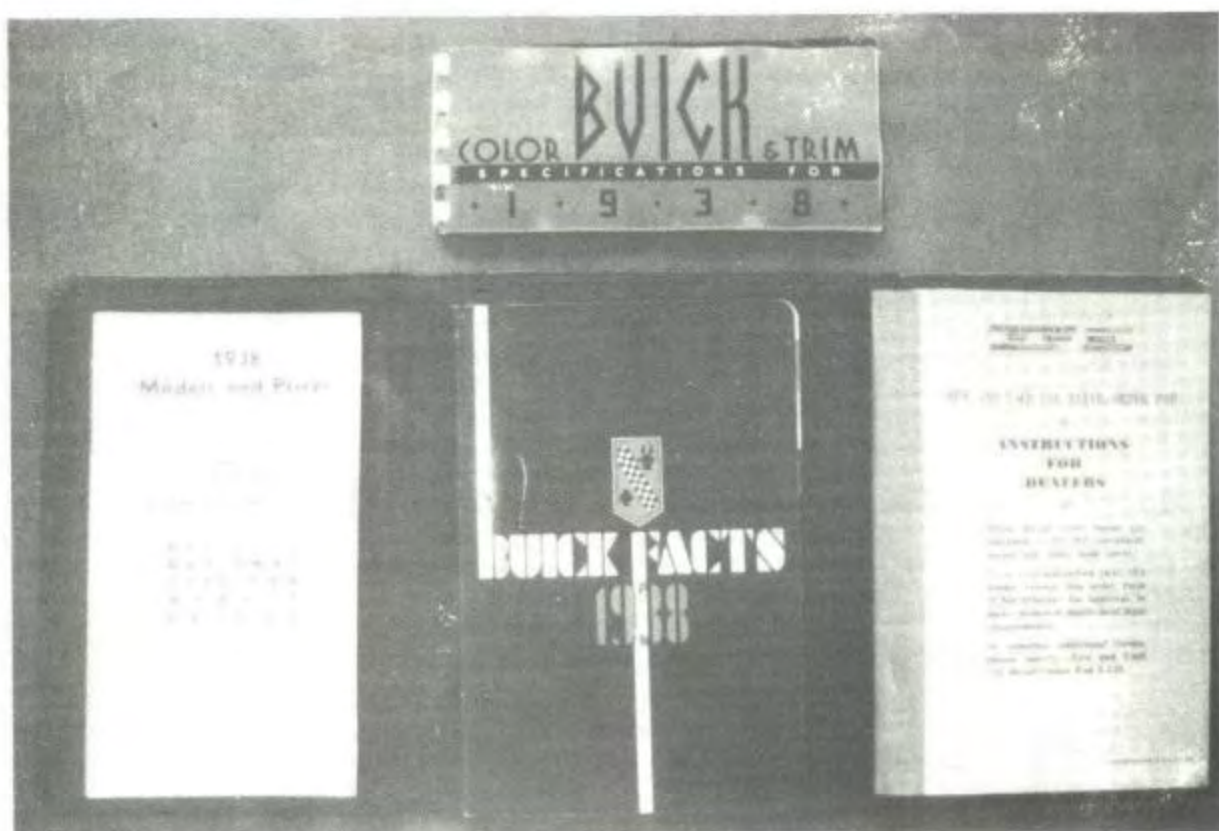
The 41-49 piston is "Scooped Out" on the spark plug side and adequate clearance does exist if you use the thick sandwich gasket. The minimum clearance I've ever found was .075 and that was after the '37 cylinder head had been milled .020"

When I use the '41-'49 pistons and the '38-'40 cylinder head I mill off .075" to .12" to compensate for the loss in compression. If you mill the '37-'40 cylinder heads be sure to use the '41-'48 push rods or shim up under the rocker arm stands to maintain correct rocker arm to valve stem geometry.

I apologize for any misunderstanding on the "Up-Grade" article. I don't submit technical tips unless I have proven them to be effective on my own Buicks. I race my Buicks at the Drag Races and "Drive" to all the shows and events.

William Bob Pipkin #76

# Getting the **BUICK** Facts-2



MORE FROM THE 1938 SALESMAN'S FACTS BOOK





## INTERIOR TRIM AND UPHOLSTERY

To give dignity and refinement, the interiors are upholstered in a plain but distinctive manner in whatever material is selected from the fabric options available.

Fabric material and colors available on the four series are as follows:

MATERIAL	SERIES 40	SERIES 60	SERIES 80	SERIES 90
Bedford Cord	Tan	Grey or Tan	Grey or Tan	Grey or Tan
Mohair Fabric	Taupe	Taupe		
Broadcloth	Black	Tan	Grey or Tan	Grey or Tan
Leather	Black	Tan	Grey	Green
			Blue	Red

\*Extra cost on all except Convertibles and 50L front compartments.

Upholstery is plain and not pleated, in order to avoid creases and pockets wherein dust and dirt particles find lodgment, thereby making it easier to keep the interior trim clean and neat in appearance.

## BODY HARDWARE

Body hardware is designed to harmonize with the general appearance of the interior without seeming garish. Door latches and window lifts require but little effort to operate, due to the leverage applied through the long and well proportioned handles. Door handles are so located as to give positive control at all times over the opening and closing of the doors. Outside door handles are shaped so as to prevent their hooking into the clothing of pedestrians.

To provide more clearance between the ventipane regulator handles and the window regulator handles, window handles have been located downward nine-sixteenths of an inch, and backward seven thirty-seconds of an inch.

## FRONT COMPARTMENT EQUIPMENT AND FITTINGS

The instrument board is completely redesigned with a more attractive grouping of the instruments, with greater accessibility of the controls, wider spaced horizontal radio grille bars, and novel and original treatment of the finish.



Instrument Panel

The center section is recessed to take the radio grille, and the improved dome-shaped control knobs placed just below the grille. Here they are not only more accessible, but are out of the way.

The radio grille is located in the center of the instrument panel and is improved with wider spaced chrome plated bars and has better acoustic qualities.

The instruments are grouped in a rectangle in front of the driver. Each of the indicators—heat, charge, water temperature, and gas gauge—is in a different quarter of the rectangle. The speedometer pointer moves in a semi-circle in the center. All figures and letters are printed in a distinct, readable, block type. The clock is larger, and it, too, has large readable characters. Provision is made for installing it on the compartment door. The catch for the instrument panel compartment door is the push release type requiring only a light touch of the finger to operate it, and is conveniently located on the instrument panel above the door, not presenting any interference with passenger activity.

Whenever possible, all controls have been removed from the face of the instrument panel and those remaining for the light switch, hand throttle, cigar lighter and radio, have redesigned knobs which are easier to grasp than the type individually recessed into the board, and yet are small enough to be unobtrusive. They are molded of the same color plastic as the steering wheel and do not protrude beyond the raised portion of the panel.

The steering wheel is formed of new plastic material in a distinctive color. The horn ring is recessed into the wheel spokes to avoid embarrassment of accidental blowing of the horn with the coat sleeve.

Two ash receptacles are set into the instrument panel, one at each end. They are the drawer type and are equipped with a snuffer on which to extinguish cigars and cigarettes.

## NEW ACCELERATOR PEDAL

Of particular interest is the new accelerator pedal. Its location makes it unnecessary to strain to reach it. The toe-out and inclination afford a natural position for the foot, thus eliminating the possibilities of tired foot muscles. The foot is not twisted from side to side nor is it extended or cramped, whether the accelerator is being depressed for open throttle or let up on closed throttle.

The accelerator pedal has been particularly designed to fit ladies' shoes. A ledge three-eighths of an inch high along the bottom ledge of the pedal raises the heel on a lady's shoe so that it is impossible for the heel to be scuffed or scratched on the floor. This ledge also provides a convenient means to prevent any shoe from sliding down off the pedal.

Seals around the pedals, steering column, accelerator, and transmission shifter in the front compartment are well made of rubber and are snug fitting to keep out dust and fumes. Pedal seals are especially effective in all models. A rubber bellows mounted on the pedal shank is used in conjunction with a celotex pad. Since there is no rubbing action with the bellows, there is no possibility of wear and resulting loss of effectiveness.

## DUAL WINDSHIELD WIPERS

All models are equipped with dual windshield wipers driven by a single motor located in the center of, and behind, the instrument panel. The windshield wiper arms are driven by means of a simplified system of levers and chain drive which is practically noiseless due to the cushioning effect of the chain. Once the proper angle of wiper blade sweep is set, no further adjustment is necessary.

The sunshades have new brackets which are not only better appearing but have improved universal action. The shades are covered to match the upholstery of the car.

The windshield on the Series 80 and 90 has been made higher, increasing the visibility.

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## NEW GARNISH MOLDINGS ON ALL SERIES

Interiors have been made much more attractive by new treatment of the garnish moldings. On the Series 40 they have a new finish with a small plastic ornament in the center of the panel below the window. On the Series 60 the garnish moldings have a new finish along with chrome strips across the entire panel. The section below the strips is painted to match the color of the plastic knobs on the window regulators. The rear quarter windows have a panel the same as the doors. The Series 80 and 90 garnish moldings are continuous band type with genuine wood panels below the moldings.

Chrome moldings are used to outline the outside of both the windshield and the rear window on all Series 80 and 90 models.

All convertible models have chrome plated garnish moldings, and chrome plated rear vision mirror frame and bracket. A wider range of vision is possible through the larger rear windows.

## DOORS AND WINDOWS ARE WELL FITTED AND SEALED

The elimination of drafts and prevention of infiltration of fine sand or snow around doors and windows have been given special attention in the 1938 bodies. A sponge rubber weatherstrip runs around the door from sill to sill. It is located on the inner side of the outer flange of the door, serving both as a seal and a cushion when the door is forcefully closed. A soft hollow weatherstrip is attached across the bottom of the door and compresses against the body when it is closed. The revised shape of this strip has considerably improved its effectiveness in the 1938 cars. The inside edge of the door aperture is further sealed by a windlacing attached to the body which presses against the door in its closed position. The result is that all the doors are doubly sealed.

A new weatherstrip of the carpet type has been added to the door window garnish moldings to seal the opening between the glass and the molding. On the Series 80 and 90, this type of weatherstrip has also been added to the outside of the door, between the glass and the bottom edge of the door window opening.

## EXTERIORS

Learn the exact exterior dimensions of all models, as shown in the specifications. They will give you a decided advantage.

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New Accelerator Pedal





Luggage Compartment

particularly with those prospects who are comparing the new Buick to some other car in or near its price class.

Note, for instance, that the wheelbases of the Series 80 and 90 have each been increased two inches—from 131 to 133 inches, and from 138 to 140 in., respectively.

Furthermore, in the sedan trunk compartment, even when carrying the spare tire, there is approximately 14 cubic feet in the Series 40 and 60, 18 cubic feet in the Series 80, and 16 cubic feet in the Series 90. In the Series 40 and 60 having spare wheel carried in the fenders, trunk capacity is increased to 19 cubic feet. In the Series 80, 23 cubic feet, and in the Series 90, 26 cubic feet.

The large space for tools in the trunk compartment provides plenty of room for equipment in case of long trips, avoids cluttering up of the luggage area, and is well insulated to prevent tools from rattling.

These are all big talking points this year. Mention them and demonstrate them when you are pointing out the masterly styling job that has been done on all 1938 models.\*

You'll find complete facts about the new appearance of the new Buick on page 5.

## DRIP MOLDING

The drip moldings on all models extend from the belt line at the front, over all the doors and windows, to the rear of the car. Rain cannot drain into either the windows or doors.

## DUCO CAR FINISH

Duco finish is applied to all sheet metal parts of every model in the 1938 Buick line. This finish insures color harmony and uniform durability to all parts.

## BONDERIZING

Radiator, hood, fenders, running boards and all stamped metal parts, such as Knee-Action mechanism, etc., are Bonderized in the 1938 cars.

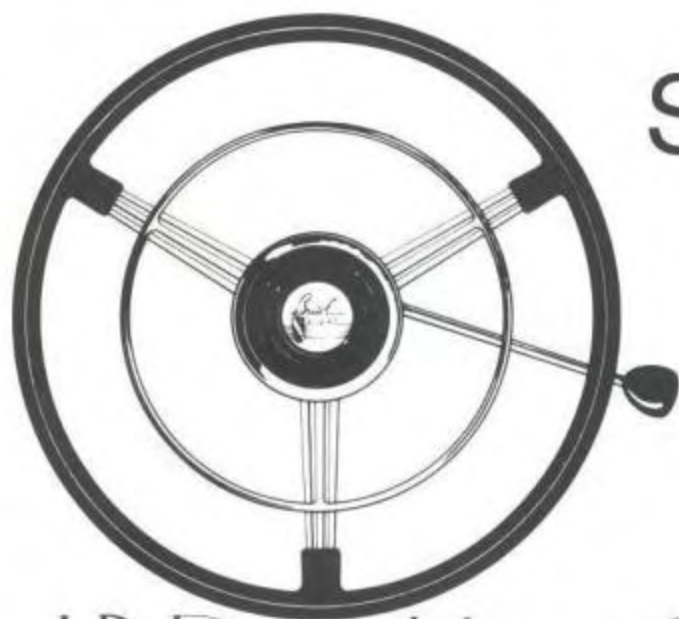
Bonderizing is a process of bonding the surface of metals to give a base for Duco.

Buick bonderizing is performed by a spraying process which assures even and thorough coating of the parts.

Tests reveal that metal parts which have been treated with this process show many times as much resistance against rust as those treated only in the usual way. This insures longer life of the finish as well as more enduring beauty and greater value.



Enlarged View of Protective Bonderized Coating



## Perfectly Recast STEERING WHEELS

37 Thru 47  
\$2.00 for Brochure

Must  
Specify year

(602) 278-4505

# J.B. Donaldson Co.

2533 W. Cypress Phoenix, Arizona 85009



## 1927 - 1953

### WIRING HARNESSES

MANUFACTURED WITH THE FINEST MATERIALS AVAILABLE. THE MOST AUTHENTIC REPRODUCTION OF G.M.: WIRE, CONSTRUCTION, AND BRAIDING. ALL WITH COMPLETE INSTALLATION LISTING. WE HAVE SPECIFICATIONS FOR MOST BUICKS, BUT WE CAN MAKE ANY HARNESS THRU 1954 WITH YOUR ORIGINAL SAMPLE. CUSTOM TURN SIGNALS, OPTIONS UPON REQUEST. ALSO WE HAVE WIRING SUPPLIES AND A BRAIDING SERVICE.

CATALOG - INFORMATION - \$2.00



BOX 435  
WAYNE, PA. 19087

## DAVE LEWIS RESTORATION



Detailed Restoration And Parts For  
All 1937 And 1938 Buick Automobiles

3825 South Second Street, Springfield, Illinois 62703  
217-529-5290

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## HAMPTON COACH & BUICK



Complete your restoration with an authentic Buick Interior from Hampton Coach. Each kit made in our own upholstery shop to original specs using only the finest fabrics and materials.

Panel Kits, Headlining Kits and Seat Upholstery Kits come complete, ready to install.

We presently have kits for the following popular Buicks from 1936 to 1940 and are in the process of adding many more.

1936 Model Business Coupe

1937 Model 41 4-Door Trunk Back Sedan

1938 Model 41 4-Door Trunk Back Sedan

1939 Model 41 4-Door Trunk Back Sedan

1940 Model 41 4-Door Trunk Back Sedan

Write or call today for free literature including samples and prices.  
Please be sure to include year and model of your Buick along with your request.

**Guaranteed  
Quality & Fit**

*Hampton Coach Inc.* 

**Vintage Buick Upholstery Kits**

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# Support Our ADVERTISERS

## BOB'S AUTOMOBILIA 1937-38 BUICK

RD 2 BOX 137 ANNANDALE NJ 08801 TEL (201) 236-2403

NEW ITEMS TO MAKE YOUR RESTORATION A PRIDE & PLEASURE. WE DO IT CORRECTLY, AND YOUR IDEAS ARE HELPFUL TO THIS END.

- 1937 HUB CAPS. THIS REPRODUCTION IS A RESULT OF THE REQUESTS OF MANY PEOPLE WHO HAD SEEN THE CAPS HERETOFORE OFFERED. WE ARE SURE, THESE WILL PLEASE THE MOST DISCRIMINATING EYE. THE "BUICK" LETTERS ARE PAINTED. HC-37 \$ 60.EA.
- 1937 ALL SERIES FRONT MOTOR MOUNTS. 4 PCS SET MM-347S \$ 50.
- 1937-38 INSTRUMENT GLASS SILK SCREENED LETTERING DG-3X \$ 26.EA.
- 1937 HOOD ORNAMENT. AN EXACT REPRODUCTION. EVERY DETAIL IS THERE. MADE IN PRECISION STEEL MOLDS AND BRILLIANTLY CHROME PLATED. HO-37 \$75. EA.
- 1938 HOOD ORNAMENT. SAME DESCRIPTION FOR THIS ONE, EXCEPT IT IS FOR YOUR 1938 BUICK. HO-38 \$ 75. EA.
- 1938 A FULL NEWSPAPER SIZE SALES FOLDER SHOWING MANY INTERIOR & ACCESSORY DETAILS OF THE NEW 1938 BUICK. 15" X 23" SL-38 \$6.
- 1937-38 RUNNING BOARD ANTENNA INSULATORS, TOTALLY NEW REPRODUCTION. NOT A RE-COVER. THESE ARE THE BRACKETS USED ON FACTORY INSTALLED RADIOS. NOT TO BE CONFUSED WITH FORD OR THE AFTER MARKET "UNDER-THE-RUNNING-BOARD" ANTENNA. BUICK'S RUNNING BOARDS "ARE" THE ANTENNA! THE ONLY CORRECT TYPE FOR 37-38 BUICKS. COPIES OF THE FACTORY INSTALLATION INSTRUCTIONS SUPPLIED. RI-378 \$35/PR
- 1937-38 FACTORY SIDE VIEW "PEEP" MIRRORS. THESE ARE THE SCRIPT MIRRORS THAT MOUNT TO THE VENT WINDOW DRIP MOULDINGS. "PEEP" IS A TRADEMARK OF GM. ANOTHER "GENUINE COPY" OF THE ORIGINAL ITEM FOR 1937-38 BUICK'S. STAINLESS HEAD & CHROME ARM. NOT FOR CONVERT. M-1SLEFT OR M-1SRIGHT \$25EA
- 1937-38 FRONT FLOOR MAT. BROWN. ALL MODELS. UNCLE DAVE SAYS THIS IS AN EXACT COPY INCLUDING THE "FISHER" LOGO. FF-378 \$150.
- 1937-38 GLOVEBOXES. TAUPE LINED. NO MICE EVER LIVED IN THESE!  
1937 . . GB-37. . \$27.EA 1938 . . GB-38. . \$27.EA
- 1937-38 LOCK-ROLL RADIATOR HOSE CLAMPS. ORIGINALLY MFG. BY THE STEWART CO. FOR BUICK 1920 THRU 1941. THESE COPIES ARE DONE IN STAINLESS STEEL & ENGRAVED "BUICK" ETC. AS ARE THE ORIGINALS WE HAVE. SOME, MAY HAVE BEEN USED WITHOUT THE BUICK LOGO, BUT, KNOWING THE PRIDE WITHIN THE COMPANY AT THAT TIME, AND THEIR KNACK FOR PUTTING THE BUICK NAME ON VIRTUALLY EVERYTHING, WE WENT THAT WAY. GIVE US THE OUTSIDE DIAMETER OF YOUR HOSE WHEN ORDERING. \$5.EA.

SHIPPING; BY UPS. ADD \$3. PER ORDER OR 5% WHICHEVER IS GREATER. WE PRINT A 30 PAGE ILLUSTRATED CATALOG FOR BUICK'S 1920 THRU 1953, STOCKING, MIRRORS, DECALS, HARDWARE, RUBBER DASH GLASS & MORE. THIS IS JUST A SMALL PART OF THE LARGEST STOCK OF PRE-WAR BUICK SELECTION TO WHICH WE CONTINUALLY ADD. CATALOG PRICE \$2. FREE WITH ORDERS ON REQUEST.







# PARTS WANTED



## WANTED

1937 flywheel or ring gear for flywheel -- 320 engine.

STEPHEN THOMAS (#4778)  
8328 B Ball Rd.  
Frederick, MD 21701  
301/694-9791

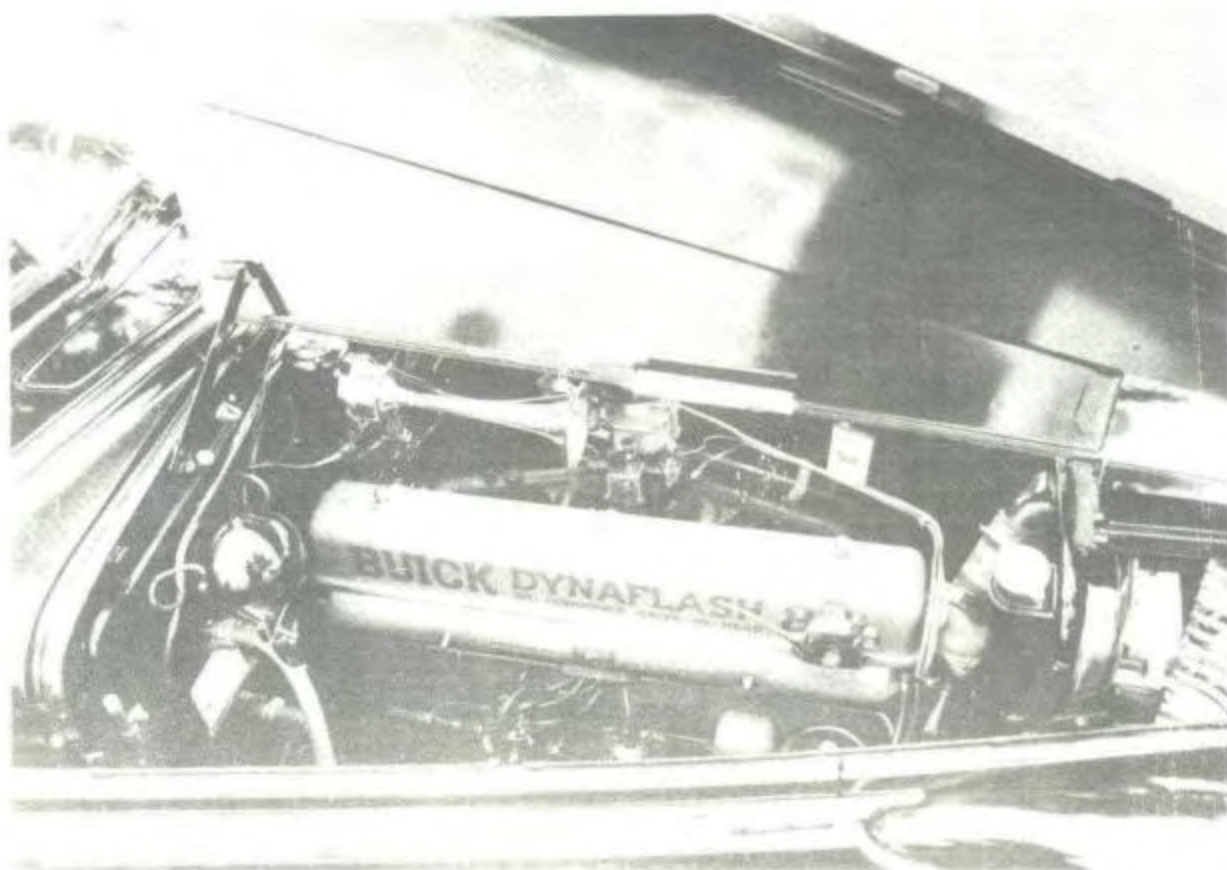
## WANTED

For 1937 90 series:

Transmission  
Differential  
Rear shocks  
Rear links and stabilizer bar  
Right side door and cowl moldings.

CURTIS WINGWOOD (#459)  
10119 Kirwood  
El Paso, TX 79924  
915/751-0533

ANOTHER VIEW OF THE FARANO ENGINE  
(See pages 9-13)







# CARS FOR SALE



**MEMBERS PLEASE NOTE.** Below is a Cars for Sale ad from Bob Pease (#527; Alamo, CA), who says he lost his storage (sound familiar?) and must "get back to basics." The general policy of the Club is no "for sale" ads for cars other than '37 or '38 Buicks. (I trust you all understand the reason for this.) However, we made an exception in this case because: (1) Bob includes a relatively rare model '38 Buick; and (2) '34 Auburns and '35 Hupmobiles don't come on the market every day. (The latter is one of my all-time favorite cars; designed by Raymond Loewy, and an extremely interesting -- and I think attractive -- exercise in early "streamline" form.)

1934 AUBURN 652Y SEDAN. Very original car with some NOS parts, new chrome bumpers, even the radio works.

1935 HUPMOBILE 521-J SEDAN. Early "aero" design. Older restoration. Complete; many new NOS parts.

1931 FORD MODEL A SPORT COUPE. Restored. Strong runner. New LeBaron-Bonney interior and top available.

1938 BUICK SPECIAL. Model 48 trunk-back two-door. New paint and interior. Drive anywhere.

ALL FOR \$40,000. NO TRADES.

415/933-5766 home

CALL BOB PEASE (#527) NO COLLECT CALLS,

415/820-0404 work

**CAR FOR SALE:** 1938 Special opera coupe. Needs total restoration. Some rust. Not running but towable. Extra parts with car. \$1500 or best offer.

RICHARD HOLLAR (#510)  
540 North Bend Rd.  
Baltimore, MD 21229  
301/747-0661

## NEW MEMBERS

Stephen Thomas (#598)  
8328 B Ball Rd.  
Frederick, MD 21701  
???/694-9791  
'37 44

Phil Villegas (#599)  
2631 Raft Lane  
Oxnard, CA 93035  
'38 41

Walter Lapsley (#600)  
108-406 Simcoe St.  
Victoria, BC V8V 1L1  
CANADA  
604/384-2418  
'37 40 McL.

Frank Callendo (#601)  
110 S. Clifton  
Wichita, KS 67218  
316/686-4111

Gene/Barbara Clevinger (#602)  
Rt. 1 Box 151  
Elkhorn City, KY 41522  
???/754-9449

## NEW ADDRESS

Robert Sanzotera (#55)  
2512 24th St.  
Lubbock, TX 79410



# BUICK

# *INDEX TO VOL. IV - by Glenn Seymour*

## THE TORQUE TUBE

1937-38 BUICK CLUB NEWSLETTER INDEX

Volume IV - Nos. 1 - 9

September 1985 to July 1986

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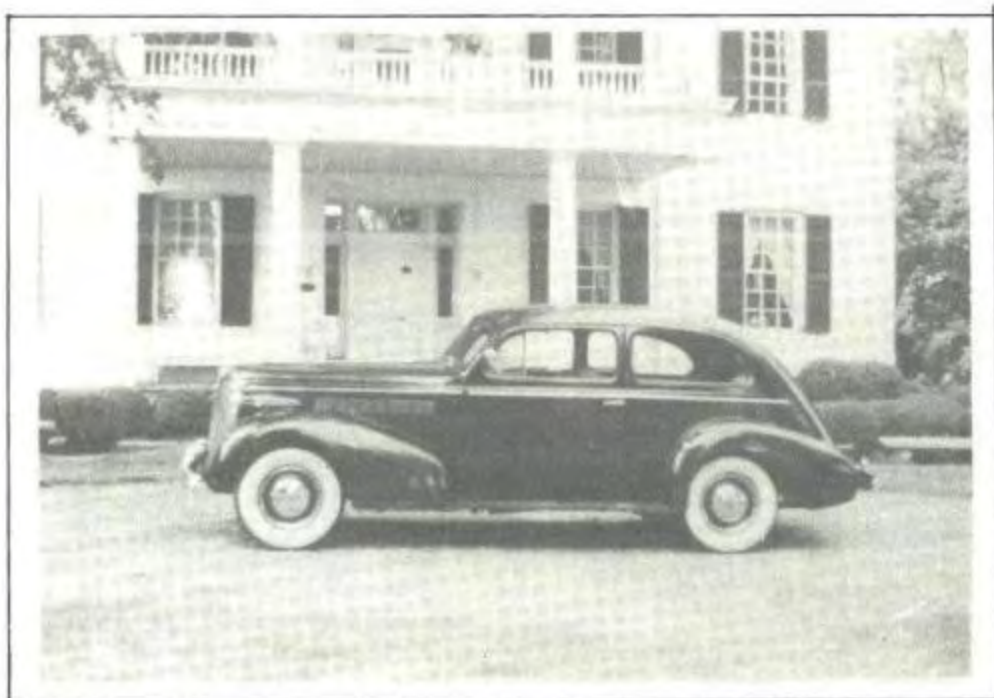
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### MARYLAND STYLE

Posed before a fine example of 18th Century architectural style is this exemplar of 1930's streamlined style, the Balmoral Green 1937 model 44 owned by one of our new members, Stephen Thomas (#598) of Frederick, Maryland.

"Up from the meadows rich with corn,  
Clear in the cool September morn,

The clustered spires of Frederick stand  
Green-walled by the hills of Maryland."

Five "attaboys" to any member (other than Mr. Thomas) identifying correctly the quotation. I've been looking for a chance to quote it for 27 years.

*'Bye, now - Bill*





**1938 Century ● Rocky Farano**

